GRUMMAN
plane news
Vol. 32, No. 20, Bethpage, N. Y., November 12, 1973

Runway Is Parking Lot As 46,000 Attend Family Day

(see page 4)

Photos by Fred Annette

New Energy Systems Logo

An interview with John Mockovciak

Aerospace Launches Broad Energy Conservation Program

Is the U.S., in your opinion, really in the midst of an energy crisis?

The term "energy crisis" may be overdramatizing the situation. I prefer to call it an "energy crunch." The crunch is in electrical power, oil and gasoline usage with the major problem, in my opinion, being the shortage of oil. Thus, we can expect to see higher prices for such things as gasoline, heating oil and electric power generated from fuel oil. There has also been a lot of talk recently that we on Long Island may have to get by this year with as much as 30 per cent less oil than we used last year. If we're lucky, we may have a warm winter; if not, we may be in for some big problems in heating our homes and in heating our Grumman plants.

As I see it, within the next five to ten years, and until more nuclear power plants are brought on line, we are going to be faced with continuous shortages of oil, higher prices of oil and natural gas, and periodic outages of electrical power. We must also recognize that a new oil refinery takes three or more years to build while a nuclear power plant takes eight to ten years to complete. These factors are all part of the energy problem. So, in addition to looking for new energy sources right now, we must also face the immediate problem of conserving energy by utilizing our available fuel sources more efficiently.

Why can't we resolve the problem by utilizing one of our other, more abundant natural resources, such as coal, as a substitute energy source?

The first thing you have to consider is that it would require a minimum of 10 years to develop the technology and energy distribution network needed to make any of these other sources available to the point where they could make even a dent in the problem. There is no question that the U. S. has a lot of coal. But another big question is will the public allow the coal mining community to develop it through strip mining.

What effects, both direct and indirect, does the oil import dilemma have on the U. S. populace?

The current oil and gas resource and reserve projections indicate that by the year 1985, 30 per cent of our oil and natural gas will have to be imported. We must also recognize that this projected build-up of import requirements between now and 1985 will put our balance of payments further in the hole. At present, our oil imports are valued at about $4 billion a year, and by 1985 they might be as high as $30 or $50 billion. We have already had a balance of payments problem with two devaluations of the dollar; each successive devaluation could mean that the price of the imports would go up and further enlarge the balance of payments balloon. The problem is even more complex when you consider that over the past 10 to 20 years, Western Europe and Japan have built their expertise and competitive clout with the U. S. in the field of high technology products. Thus, our former eminence in exporting high technology products has been challenged and our government must now find another unique export product area that will serve as a balance for the oil imports.

One solution may lie in our agricultural economy which is about 100 years ahead of the rest of the world. The U. S. agricultural technology and its infrastructure—such as the transportation networks which are used to distribute the food—have evolved and developed over the past century. The U. S. is not likely to be challenged in the area of agricultural exports and should be able to retain its export eminence for a long time to come.

As a consequence of recent events, the U. S. consumer is now competing in the world market for U. S. agricultural products. We have seen a rise in the price of such things as grain and soy beans, and these price increases are also reflected in the price of feed for livestock, so meat prices go up . The conclusion is that the recent rise in price of food can be attributed, in my view, to the energy problems we face right now, and are likely to face in the future.

To what extent is the U.S. dependent on foreign sources — specifically the Middle East—for its oil supplies?

Actually, compared with the total amount of our oil imports from all our sources, the amount we import from the Middle East is quite small. That is, about 10 per cent of all our oil imports now come directly from the Middle East, while even larger amounts come from South America and Canada. These other sources, however, also import from the Middle East and re-export refined oil products to the U.S. Thus, our present dependency on the Middle East represents about 10 per cent of U.S. oil consumption. Our primary concern, though, is our continuing and growing energy demands and our projections for more and more oil. The Middle East seems to be about the only place that will be able to satisfy these increasing demands. At the same time, we aren't the only country that needs to import oil from the Middle East. Japan is one of the largest industrialized nations in the world and is almost totally dependent on imports for its energy. Similarily, Western Europe depends on imports for 50 to 70 per cent of its energy needs. Therefore, the U. S. is concerned with the potential problems in the year 1985 when 30 per cent of our total energy demand may be imported, while Japan and West Germany are very dependent on energy imports today.

What do you think might be possible solutions to the energy crunch?

In my opinion, there are two things that must be done: first, we should instill an attitude of energy conservation or awareness and begin to use our energy sources more efficiently than we have in the past; and second, during the next 10 to 20 years, we should look for new, cleaner energy sources, such as the use of the sun.

When did Grumman begin its Energy Systems activities and what has been accomplished?

Three years ago, Grumman Aerospace Chairman and President Joe Gavin directed us to look for ways to utilize the skills within Grumman to help solve people's problems "on the ground." In some ways, it was a response to the question of "why don't you use space technology to do things for people on earth?" It is also a recognition of the fact that we do have skills that can be used to help solve some of these problems. So, we began with an overall assessment of the U. S. and other countries' energy problems to understand its many elements. We also became involved in a long-range energy program called a Satellite Solar Power Station which is a 1990's orbiting power station utilizing the sun as the basic energy source. In addition, we have been involved in assessments of ground-based applications of solar energy and of a more direct and immediate nature, the conservation of energy in buildings.

Our present effort at Grumman is a two-pronged activity involving energy conservation and energy products development. The energy conservation area is concerned with the development and implementation of an extensive energy conservation program within Grumman's own facilities and selling these same energy conservation services to customers outside the company. In the latter case, we now have a contract with NASA for an energy conservation study of NASA's Langley and Lewis Research Centers. We have also been asked by a number of commercial clients to submit proposals for similar energy conservation studies of buildings and plant facilities.

In the area of energy products development, we are dealing with both near-term and long-term energy products. Near-term products, for example, are those addressing themselves to fuel-

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Communications Services leads Campaign to offset paper crunch

If you think the old saw "not worth the paper its printed on" is still a current expression, you only need to ask Art Leach, director of communications services, who says paper is no longer plentiful, prices are rising and all the cliches he can think of—like "paper empire" or "paper profit"—are definitely obsolete.

Communications Services uses tons and tons of paper each year. Leach says he is seriously concerned about the availability of paper in the future and that his group is already feeling the squeeze of a paper shortage.

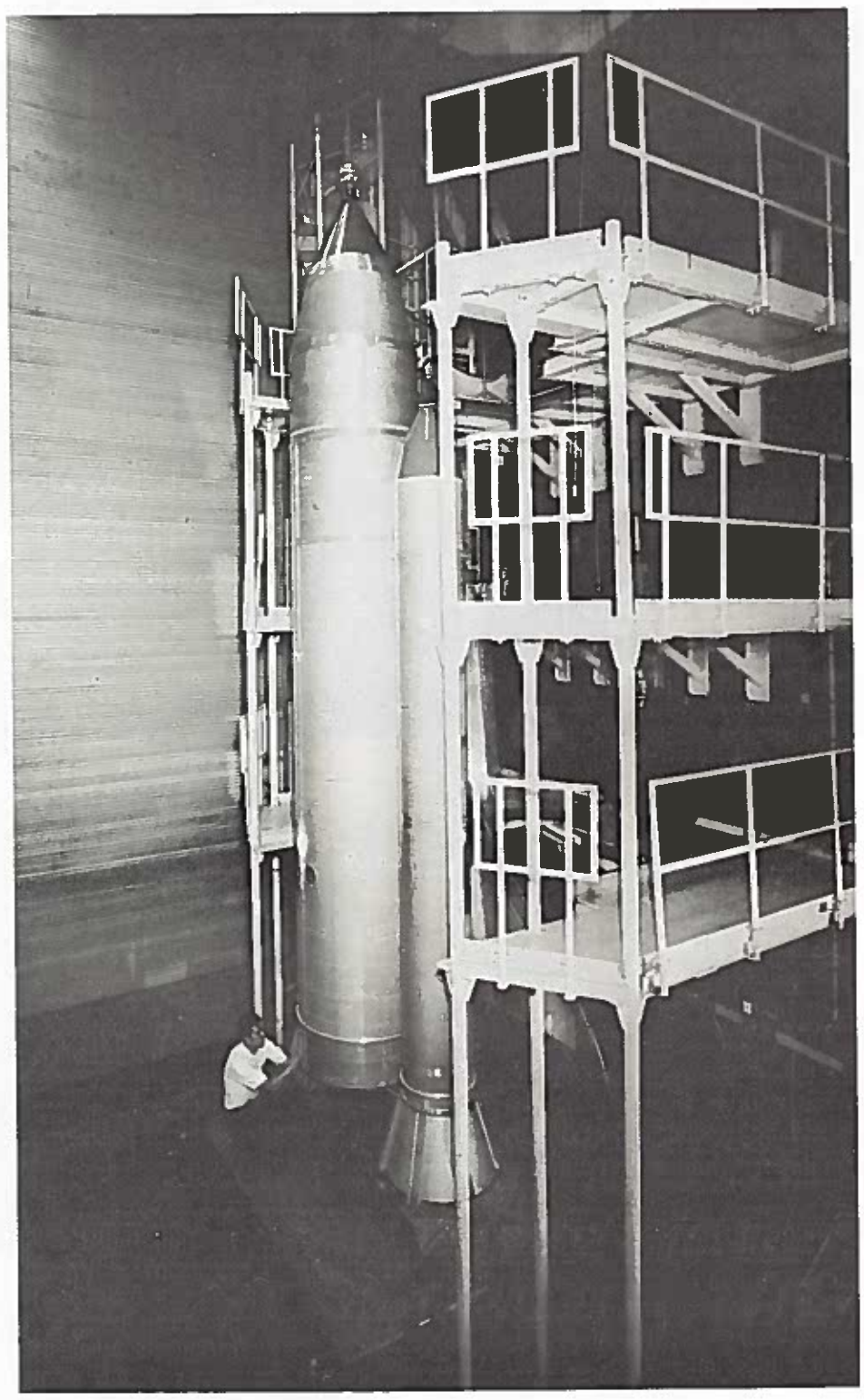
"According to trade information," Leach says, "the U.S. demand for printing paper is growing by seven or eight per cent a year, whereas the paper industry's growth capacity is only two per cent. Since 1971, 29 paper production plants have been shut down, partly to avoid losses which would result from antipollution expenditures. By 1976, three new plants are scheduled to be in operation, but these will represent only a 1.27 per cent increase in capacity over that of 1972. Manufacturers are allocating supplies and have stopped producing some grades of paper that yield low profits."

To help alleviate the problem at Grumman, Communications Services is mounting a campaign to impress company users that the paper shortage is real and that it is not simply a matter of waiting until new supplies are received. "Without proper planning," says Communications Deputy Director George Schreiber, "chaos could result when we have to stretch one month's supply of paper over two months."

Communications Services is approaching the problem on two fronts: in the first category by scaling down distribution lists, utilizing routing copies and central files, and reducing the amount of paper with smaller sizes and printing such things as letters on two sides; and second, by developing a reserve plan for allocating the reproduction capacity for programs and departments to deal with time periods when paper supplies cannot meet the company's volume demands.

This way, Leach explains, when there is a whiteprint paper shortage, each program will be required to choose some part of its scheduled printing to be eliminated. "We can at least stretch the available paper and help everyone with the most important and urgent printed matter," he adds.

Leach says he needs the cooperation of everyone in the company to make this an effective program. "We don't need a paper purge program to do this," he says. "All we have to do is reduce the paper requirements in each department as much as possible. The total reduction throughout the company could be significant and perhaps make it possible for us to meet our essential reproduction requirements."



Health Systems gets contract From NYC Fire Department

The Health Systems Division of Grumman Corporation has received a contract from the New York City Fire Department to define the requirements and engineering specifications for an integrated life protection system — a system designed specifically for the needs of fire fighters which utilizes modern hardware and technologies with each component carefully evaluated and selected as part of the entire system.

"We hope this will be the first step of an ongoing program that will ultimately lead to the development of a fire fighter's life protection system utilizing the systems approach," says Charlie Kirbow, Health Systems' director. "The system is comprised of all items of clothing worn by firemen plus breathing apparatus, helmet, boots and gloves. The ultimate system should be considerably lighter and afford more protection than current equipment."

Fifty-four fire fighters — ranging in age from 22 to 60 and in height from five feet six inches to six feet four inches—who are representative of the New York City firefighting population will be used in this program. These men will be selected from battalions having high fire activity and will include both firemen and officers.

To define the requirements and engineering specifications for the system, Grumman will perform a job and task analysis covering all phases of fire fighting. The company will also analyze the environment into which the fire fighter is subjected and measure temperatures, heat intensities and atmospheric consituents at actual fire scenes. Physiological measurements to establish body stature will be made for sizing equipment. Blood sampling and metabolic measurements will be made to determine the effects of fire fighting on normal body functions. Blood samples will also be taken at fire scenes and analyzed for carbon monoxide and acid base balance, then compared with baseline off-duty data. In addition, the study includes metabolic measurements consisting of respiratory and heart rate correlations and heart rate data collected at fire scenes.

Shuttle model delivered to NASA

Under contract with NASA, Grumman recently delivered to Langley Research Center a Grumman-designed and fabricated, 1,000-pound, 24-foot-long, one-eighth scale model of the Space Shuttle, shown above.

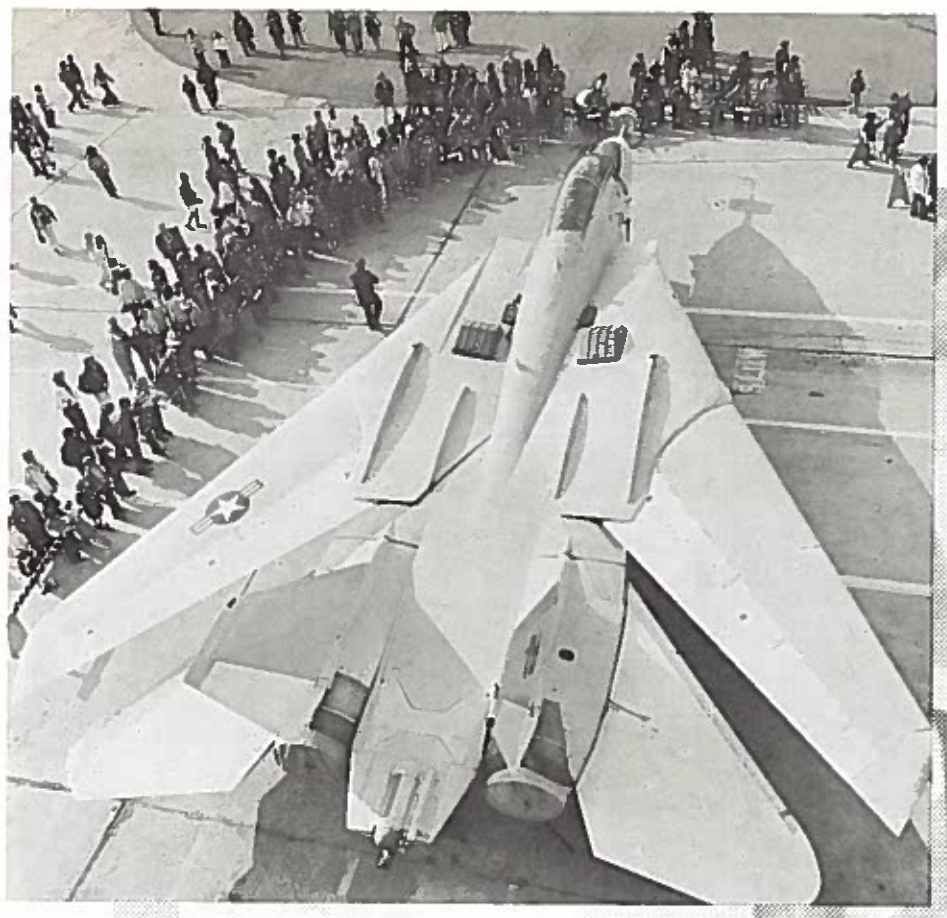
According to Grumman Program Manager Gene Baird, the objective of the model is to provide early verification of analytical procedures; demonstrate important vehicle dynamic characteristics; and provide for the development and demonstration of cost effective prototype testing procedures.

The model was designed by a Grumman team headed by Murray Bernstein, Al LaValle and Paul Tracey. After the design was accepted, Grumman was selected to manufacture the external tank and solid rocket booster models, while Langley fabricated the Orbiter.

The Grumman-built parts of the model were delivered to Langley and assembled in August. In a letter from NASA, the company was commended for both the design and workmanship of the model, and for the guidance the Grumman team furnished during the manufacturing assembly and checkout.

TWO CHANGES

There are two changes in this issue of Plane News: (1) because of Election Day on Nov. 6, we have put our distribution date up to Nov. 12 instead of our regularly scheduled date of Nov. 9; and (2) due to the large amount of editorial material for this issue, we have published our ads in a special supplement.

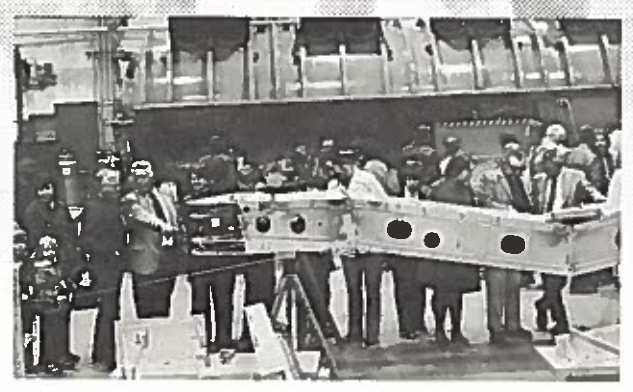


Aerospace hosts 46

Most children only imagine what their father's or mother's office or plant is like. At Grumman, the thing youngsters see most is the "big blue ball" on top of Plant 5 as they whiz down South Oyster Bay Road. Now, all that's changed for many families. On October 28, Grumman Aerospace opened its doors for the first time in over 20 years for employees and their families for Family Day, 1973 — and it was a day to remember for a long time.

Over 46,000 employees and their families came through the gates and the kids got a first-hand look at the products their parents had worked on. One of the main attractions of the family tour, to be sure, was the Grumman products on display in Plant 4.

Despite a brisk overcast day, thousands of families parked their cars on the runway adjacent to Plant 4, then strolled through the Plant 4 exhibit. On display were the F-14A Tomcat, A-6 Intruder, EA-6B Prowler, E-2C Hawkeye, Greyhound, Gulfstream, Wildcat, Ag-Cat, Lunar Module, Motor Homes and Grumman American Traveler.



GAVIN COMMENTS

"During our recent Family Day," said Grumman Aerospace President and Chairman Joe Gavin, *"Dorothy and I spent several hours visiting the various plants at our Bethpage facility and speaking with countless members of the Grumman team.*

"We greatly enjoyed this opportunity to meet and speak with so many Grummanites and their families on an informal basis.

"I have heard nothing but good comments regarding the event itself and I am impressed with the enthusiastic response of all who attended.

"My personal congratulations to all of our employees who helped make Family Day a tremendous success."

Most family members had seen pictures of what their relatives had worked on, but to see the actual planes was something else altogether. Said one small visitor: "Gee, Dad, if you can build that big plane, why can't you fix my bicycle?"

Various displays and demonstrations throughout the plants illustrated the complexity of the different operations and the teamwork needed to pro-

,000 at Family Day

duce Grumman's products. Ten buses transported visitors around to the plants, although many preferred walking. Strollers were helpful for toddlers, or their older brothers and sisters who occasionally hitched a ride. Some lucky tots even took to their dad's shoulders for transportation.

The Grumman families were escorted throughout 12 plants which were opened for inspection. "See those little pipes sticking out of the wing?" said one proud father to his three children. "I designed them." Said another: "I made those parts that hold the engine in the plane." The kids loved it.

Next day, Debbie Herrnkind wrote to Plane News: *Dear Grumman, I liked all the nice airplanes and the most exciting thing was to see my Dad's desk and to see all the departments especially my Dad's. It was fabulous!!! Thank you for having something called family day. Thank you."*

Nearly 11,000 cars passed through the security gates. One New Jersey driver arrived at 6:45 a.m. for the 9 a.m. opening. Another came from as far away as Glen Arms, Md.

Captain Joe Oliveri of Plant Protection said that 72 members of the Plant Protection force were on hand to patrol the plants. Only two youngsters were reported missing during the day but they were promptly retrieved by their parents. And at the day's end, one seemingly forgotten Volkswagen was left on the runway parking lot after closing at 3 p.m.

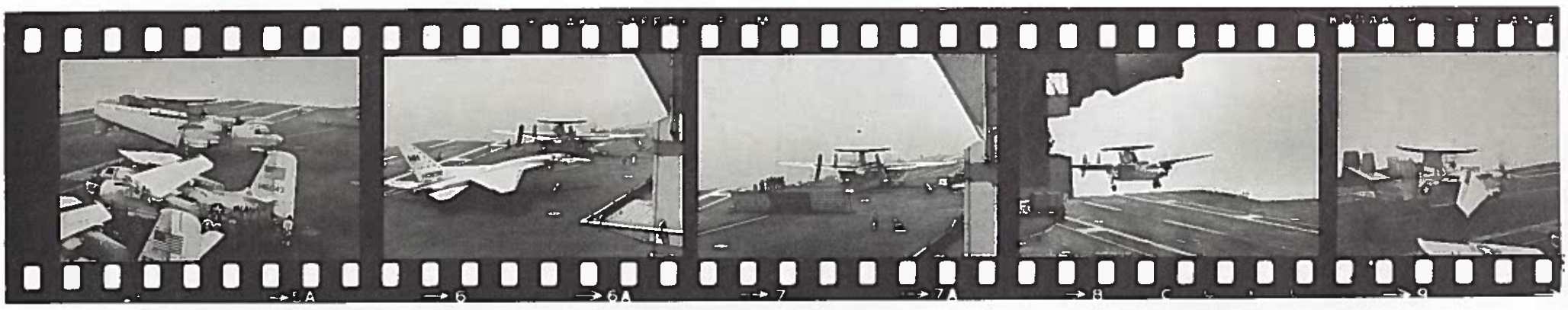
Jake Bussolini, director of Administrative Operations, whose department was the architect of the Family Day program, said: "The behavior of everyone was fantastic. It was almost like everyone had made a total commitment to the success of the program."

"Proud is the word," said Steve Juengst, who coordinated the Family Day program. "Family Day reminded everyone of what they had to be proud of and judging from the comments of the day, it succeeded in accomplishing that goal."

Family Day, 1973 said a lot for the visitors. The children and spouses have now seen where Dad earns his living. And Grumman is now a lot more than just a bunch of buildings with a blue ball on top.

"We're part of the Grumman family," says the Family Day bumper sticker, now a more meaningful slogan to many employees and their families.

Photos by Fred Annette and Harry Prodromindes



First carrier landing. The first E-2C got its sealegs recently when the newst version of the Hawkeye series of airborne early warning aircraft landed on the U.S.S. America as part of the Bureau of Inspection and Survey (BIS) trials now under way at the Naval Air Test Center, Patuxent River, Md. Navy tradition calls for presenting the landing hook to the pilot who lands the first plane of its kind on a carrier for the first time. Recipient of the hook was Marine Major Kent Johnson who is assistant to Navy Capt. Ken Meline, BIS director at NATC.

New Energy Conservation Program Launched

(continued from page 2)

saver systems, the use of the sun for heating and cooling of buildings, and small wind generators. The longer-range activities are addressed to the large-scale use of the wind as an energy source, and things like the Satellite Solar Power Station for which we completed an initial NASA study contract a few months ago.

What is being done in Plant 25 in Bethpage?

The annual operating expenses for oil and electricity in that plant alone have been about $160,000 a year. Through our energy conservation activities, we expect to save $50,000 to $60,000 a year in Plant 25. In fact, in oil usage alone, we have already made a dramatic reduction of about 50 per cent a year. The annual oil savings in Plant 25 alone could fuel about 65 homes on Long Island.

To make this happen, we have effected a marriage between the analytical talents of aerospace engineers and our facilities engineering and maintenance people. In other words, the aerospace engineering people are bringing their analytical skills "down to earth" in the conservation of energy in buildings. The facilities engineering and maintenance operations people, who design and operate our facilities, provide an invaluable experience filter, and are responsible for implementing the energy conservation modifications in our plants. When modifications are designed or proposed for our buildings, the recommendations are f i l t e r e d through the operations experience of facilities engineering and maintenance people to assure the realism of the proposed building modifications.

Would you describe the scope of the energy conservation programs for all the Grumman plants?

Over the next 18 months, we plan to implement an extensive energy conservation program in Grumman's Long Island facilities. Grumman now spends about $5½ million a year for energy, namely electricity, oil and natural gas. Our goal is to save $1 million a year of this expenditure through the energy conservation program.

This effort is not just a facilities engineering and maintenance activity, either. It will require the active cooperation and participation of all Grumman people to reach our goal of a $1 million-a-year saving.

Our planned program is structured in two phases: the first deals principally with modifications to building heating, ventilating, and air conditioning (HVAC) systems; the second phase involves further refinements to the buildings in terms of lighting reductions and building operations, as well as covering the manufacturing process areas—that is, saving energy in the way we produce things. At present, we have Plant 25 operating in an energy conservation mode. Plants 30 and 35 should be on line soon and we expect savings in these plants to be similar to that in Plant 25.

Is the energy conservation program limited to those in the Bethpage area?

No. During the next 18 months, we will sequentially go through all the Grumman plants on Long Island, including those at Calverton, and attempt to put them in an energy conservation mode.

What form of energy does Grumman use the most?

Electricity, which last year represented 71 per cent of our total energy costs. This electricity is produced in LILCO's oil-fired generators. Therefore, when we shut off lights which aren't in use, we save money and energy, and save oil for LILCO.

What can individual employees do to participate in the energy conservation program?

There are basically two things: by reducing the amount of energy consumption in their own homes and travel habits, and by supporting the various energy conservation activities within the company. In the winter, for instance, we often keep temperatures up to keep our homes comfortable. But you can save 10 to 15 per cent of your fuel bill by lowering the thermostat a few degrees and wearing a sweater. These actions will save on oil and if everyone can save some oil, there will be that much more to go around.

The same is true at Grumman. It may be necessary to drop the temperature a few degrees in our buildings this winter. An office building that had been operating at 75 degrees might be lowered to 72 degrees; or a plant whose norm is 72 degrees may be dropped to 70 degrees. We are actually conditioned to plusher conditions of comfort than we really need. It's time that we began thinking in terms of adequate comfort and learning how to get accustomed to it.

In addition, a very important energy saving that can be effected in Grumman by each employee is to turn all electric lights off when they're no longer needed. It is apparent that there are a lot of lights on in Grumman that don't have to be on, particularly after working hours. If we all make an effort to shut the lights off, it could result in a 20 to 25 per cent reduction in our lighting-energy usage and associated cost savings for the company.

In addition to the work that the Energy Systems Group is doing, are there any other energy-related efforts under way in the company?

There is considerable work going on in the Research Department which, to some extent, is in support of our activities. The research people are investigating a number of sophisticated energy-related subjects, including such things as fuel-saving devices, consideration of new energy sources, and the like. They are always in the forefront of a probing activity but it is premature to go into the details of their work at this time.

In addition, there's also some engineering work going on in Advanced Development in terms of energy-related products. So, in summary, Grumman is involved in energy-related activities; efforts are under way in the Energy Systems group, investigations are going on in the Research Department and there's a moderate activity under way in Advanced Development. Grumman has a broad variety of skills that can be brought to bear on the energy problem. As new business opportunities surface in the energy area that are within our corporate resources and capabilities, these types of activities may be expected to expand.

Travelers Begins New Campaign

Is there a simpler, less expensive way to buy the insurance you need? Maybe so. Over four years ago, Grumman introduced a Financial Service Plan which offers Grummanities and their families a wide offering of Travelers automobile, homeowners and life insurance. In most cases, those who have taken advantage of the plan have been able to save on their insurance needs . . . and in some cases, those savings have been substantial. Reduced costs are possible because of lower administrative expenses and the central collection of premiums, says Travelers, and these savings are passed on to all Grummanites who participate in the Financial Service Plan.

Besides the possibility of savings, the biggest attraction is the convenience of payroll deduction for the payment of premiums. Through payroll deduction, you can spread the cost of insurance evenly throughout the year instead of making large payments three or four times a year. Another service: Travelers Insurance Companies agents are based permanently at various locations in Grumman to help effect quick settlements for you in the case of injury or accident. And if that doesn't do the trick, Travelers maintains an around-the-clock "hotline" telephone system. In addition, there are 30 separate Travelers locations in New York State alone to service you and your family.

More than 10,000 automobile, home and life insurance policies have been sold by Travelers to people at Grumman since the Plan was introduced in 1969—but Travelers thinks there may be more who would enjoy the benefits the plan offers, so the company is launching a resolicitation campaign here to make all Grummanites aware of the plan and what it offers.

So, in the weeks ahead, watch your mail. Soon you will receive literature explaining the program and instructions on how to obtain a free quotation for automobile and homeowners insurance.

461 entries in Art-Photo show

Schumacher, Dunayer, Ondrovic are winners in GAA show

Judging creative talent is no easy task, especially in the Annual GAA Art-Photography Show held Nov. 1-4. Like every year, competition this year was keen.

Peter Schumacher of A-6 Program Management, Plant 25, won grand prize in the art show with an impressionistic watercolor landscape. Schumacher, who has been painting for 15 years and was last year's winner in the watercolor class, uses a wet-on-wet technique to achieve the impressionistic look, then dry brushes for details. This award-winning painting was a wedding gift for a friend, and represented an area off Old Country Road in Melville.

Harold Dunayer, a veteran amateur photographer of 30 years and one of last year's major contenders, won the photography grand prize with a black-and-white print of a man he saw in Babylon who was visiting this country. Dunayer used a Pentax Spotmatic with 200mm lens and does his own processing and printing.

A grand prize category for photographic slides was included for the first time this year. First winner of this award was Ronald Ondrovic, an amateur photographer who used a Nikkormat camera with a 105mm lens at plus 6 close up to capture a black butterfly resting on flowers in his friend's Massachusetts garden.

Grumman Corporation Vice President Ed Balinsky, Investment-Management, presented the awards to the winners. Neil Fogel of Nasau Galleries, Ltd., and Bud Parke of Presentation Services, judged the art show; Fred Annette and Dick Waldmann, both of Presentation Services, judged the photography show. Chet Baumgartner was in charge of the show, which drew 361 photographic entries and 100 in art.

The winners of the Photography Show were:

- **Black and White Prints:**

Scenes and Miscellaneous: 1st - Frank Bonino; 2nd - Pete Ivy; 3rd - Harold Dunayer.

Still Life and Abstracts: 1st - Mark Rotter; 2nd - Harold Dunayer; 3rd - Joseph Sinicki.

People and Human Interest: 1st - Harold Dunayer; 2nd - Harold Wicker; 3rd - Jean Pailet.

Animals and Nature: 1st - Robert Yee; 2nd - Frank Bonino; 3rd - Jean Pailet.

- **Color Prints:**

Scenes and Misc.: 1st - Herbert Denaci; 2nd - Walt Wohleking; 3rd - Bill Murphy.

Still Life and Abstracts: 1st - Richard Gornik; 2nd - Mitchel Albinski; 3rd - Frank Baldi.

People and Human Interest: 1st - Oswaldo Lourenzo; 2nd - Emmett Goodman; 3rd - Edward Born.

Animals and Nature: 1st - Frank Baldi; 2nd - Michael Baryk; 3rd - Oswaldo Lourenzo.

- **Color Slides:**

Scenes and Misc.; 1st - Robert Koenig; 2nd - Walter Demchuk.

Still Life and Abstracts: 1st - Harold Dunayer; 2nd - Agnes Kuhl; 3rd - Bill Moran.

People and Human Interest: 1st - Harold Dunayer; 2nd - Frank S. Hsu, Jr.

Animals and Nature: 1st - Ronald Ondrovic; 2nd - Bill Moran; 3rd - Tom Dalton.

- **Architecture:** 1st - Ray Carstensen; 2nd - Herbert Denaci; 3rd - Robert Soave.
- **Snapshots:** 1st - Cliff Franklin; 2nd - Robert Chao; 3rd - Joseph Sinicki.

The winners of the Art Show were:

Oil, Plastics, Acrylics - Landscapes and Seascapes: 1st - Brenden Berger; 2nd - Vincent Skittone; 3rd - John H. Gutkes.

Oil, Plastics, Acrylics - Non-objective, Abstract, Still Life, Misc.: 1st - Stan Zadroga; 2nd - Ken McFall; 3rd - Al Gross.

Oil, Plastics, Acrylics - Figure, Portrait: 1st - Bill Christ; 2nd - Miles G. Merritt; 3rd - Elaine Radigan.

Oil, Plastics, Acrylics - Nature: 1st - Joseph P. Missbach Jr.; 2nd - Albert J. Stern; 3rd - William Horton.

Watercolor: 1st - Peter Schumacher; 2nd - Kay O'Regan; 3rd - Curt Dolderer.

Pastels: 1st - Nancy Ann Ringwald; 2nd - Jake Bussolini; 3rd - Louise Stein.

Black and White, Graphics, etc.: 1st - Peter E. Piazza; 2nd - Peter Schumacher; 3rd - Joseph Gurney.

Sculpture: 1st - Carols Paez; 2nd - John T. Johnson; 3rd - Philip Nadrich.

Photos by Bob Settles

Girl's basketball signups

All those hoopsters interested in forming a women's basketball league should call the GAA office, Plant 30, on Ext. 2133 or 2269, and indicate which night—Monday or Tuesday—they would prefer to take to the courts. Play should start in November, depending on the number of girls who sign up.

OBITUARIES

ROSS H. HUBER of Flight Test, Plant 88, died Oct. 20 at the age of 59. He had been with the company since 1969 and lived at 751 Gage Dr., San Diego.

RHODA DUNA of Secretarial Services, Plant 39, died Oct. 23 at the age of 48. She had been with the company since 1965 and lived at 3750 Windsor Drive, Bethpage.

THOMAS DARDINGKILLER of Final Assembly, Plant 1, died Oct. 23 at the age of 64. He had been with the company since 1949 and lived at 68 Folsom Avenue, Huntington Station.

DAVID M. HAYNES of Support Equipment Production, Plant 5, died Nov. 5 at the age of 65. He had been with the company since 1965 and lived at 7 Jay Rd., Centereach.

plane GRUMMAN news

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86 employees awarded $9,800 for time, money suggestions

The Modivational Programs Office awarded $9,800 in U. S. Savings Bonds in September to 86 employees for their suggestions for saving time and money in the job.

The three top money earners were Nicholas V. DeScetto of Chem-Mill, Plant 3, who earned an $1,800 bond; Michael A. Noonan of Hydraulics, Plant 2, earned a $1,200 bond; and John A. Barclay of Inspection, Plant 27, a $1,100 bond.

Nick DeScetto, a leadman who has spent his 17 years with Grumman in the Chem-Mill department, suggested using an ultrasonic testing device for checking part thickness. Nick has five grandchildren and says he will have no trouble finding ways to spend his "idea" money.

John Barclay, a Grumman veteran of 18 years, earned his $1,100 savings bond by suggesting a means for installing longerons in EA-6B's without distortion. Barclay, a father of five, says his use of the award money should be "self-explanatory."

Michael A. Noonan, numerical counter operator, suggested revising the program sheets used for numerical counter tube benders to eliminate manual preparation which will result in an annual savings of 1,500 manhours.

Other winners of idea awards are:

$600 - George E. Nordstrom, Receiving and Warehouses, Pl. 37.

$550 - Bertram Rieger, Final Assembly, Pl. 1.

$450 - Jack B. Nielsen, Crit. Mat. Cntl., Pl. 24.

$425 - Ronald Fagan, Flt. Avionics, Pl. 7.

$400 - Albert Benesch, Ctr. Sect. Final, Pl. 3.

$375 - Douglas Martin, Fiberglass, Pl. 27.

$350 - Robert La Manna, Honeycomb, Pl. 3; Frank J. Ray, Machine Shop Pl. 58.

$275 - John R. Strachan, Inspection, Plt. 27; Dorothy P. Weed, Reqmts. Planning, Pl. 30; Bertram Rieger, Final Assembly, Pl. 1; James L. Lagerstedt, Assembly-Windshield; John A. Arcara, Windshield, Pl. 27; George Wagner, Final Assembly, Pl. 1.

$250 - Vincent J. Lambert, Ben Stutz, both of Mid. Mod. Assembly, Pl. 1; Sal Baglieri, Maint. Rearrangement, Pl. 3; Delmo Davoli, Spot Weld, Pl. 3.

$225 - Albert A. Keck, G.S.E. Mech., Pl. 2.

$200 - Joe Licari, Robert Snyder, both of Admin. Ops., Pl. 1.

$175 - Irving Minsky, Mach. Parts, Pl. 30; Kenneth N. Telford, Struct. Analysis, Pl. 1; Dominick Quaresimo, Clean-Descaling, Pl. 2; Joseph Pontorno, Planning, Pl. 2.

$150 - Santo La Carrubba, Lighting Displays, Pl. 35.

$125 - Joseph Kasten, Sub-Assembly, Plt. 1; Joseph Lynch, Central Storage, Pl. 2. Ronald R. Ennis, Avionics Instr., Pl. 6; Fred Heverly, Warehouse, Pl. 17.

$100 - William Swamback, F-14 Assembly, Pl. 6; Henry Kora'eski, Frank J. Brown, Major Sub-Assembly, Pl. 1; Frank J. Brown, Major Sub-Assembly, Pl. 1; Robert F. Huber, Small Mach. Repair, Pl. 12; Anthony Stallone, Associate Contracts, Pl. 1; Robert K. Mita, Indust. Engg., Pl. 3; Steve Saletros, Chem. Engg., Plt. 1; Frank Rath, George Eggart, Tool-Mach. Shop, Pl. 6; Gordon S. Anderson, Machine Shop, Pl. 58.

$75 - James G. Hartman, Pattern Shop, Pl. 11; Patricia La Sala, Machine Shop, Pl. 2; Joe Falco, Wing Assembly, Pl. 3; Patrick DiMarzo, Walter W. Spindler, Honeycomb, Pl. 3; Sarah Morris, Reqmts. Planning, Pl. 30; Edward W. Moles, Training, Pl. 39.

$50 - Paul P. Pette, Spot Weld, Pl. 3; William Degnan, Detail Parts Fab., Pl. 2; Frank V. Colangelo, Struct. Integ. Engg., Pl. 25; Vincent Valettuti, Struc. Integ. Engg., Pl. 25; Armand Perry, Quality Control, Pl. 7; John Schmidt, Electronic Test, Pl. 14; John L. Schwab, Sub-Assembly, Pl. 1; William R. Mytko, Final Assembly, Pl. 1; John A. Transue, Ordnance, Pl. 6; Robert Walsh, Inspection- Mech., Pl. 3; Richard Longwell, Wing Final Assembly, Pl. 3; Fred Hosage, Instrumentation, Pl. 6; Alvin G. Beyerlien, Major Assembly, Pl. 1; Rocco J. Famiglietti, Employee Service, Pl. 2; Henry Hering, Tom Goedeck, Evelyn Rennert, Dorothy Reed, Gerald Altman, Gerald Samborsky, Barney Bellow, all of Requirements Planning, Pl. 30; William Tennant, William Bayer, George Hernandez, all of Inventory Control, Pl. 30; Herbert E. Gilcher, Q.C. Lab., Pl. 2; Victor Ehmig, Milton D. Kent, both of Config. Data Mgmt., Pl. 1.

$25 - Roy R. Dingus, Machine Shop, Pl. 58; Edward J. Hukle, Machine Shop, Pl. 58;

Citation for Excellence - Joseph Moks, Julius Harder, Jack L. Abramowitz, all of Antennas & Radomes, Pl. 14; William T. Ross, Resource Control, Pl. 25; Joseph F. Engel, Equipmt. Lines, Pl. 35; Vito La Rocca, Std. Meas. Lab, Pl. 6.

MUSICIANS NEEDED

Musicians are needed for the Grumman Employees Band, says Matty Daniels, to play concert and dance music. If you can play rock music on the lead guitar or organ/piano, why not contact Matty on Ext. 84681 or 84682.

GRUMMAN AEROSPACE CORPORATION
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Calverton is frequent host

There's hardly a week goes by that isn't marked by groups of visitors dropping in at Calverton to see the dramatic progress of F-14A Tomcat production . . . or the Intruder and Prowler lines at Plant 6 . . . or the F-14 dazzling onlookers with its almost unbelievable flying maneuvers . . . or the computer-controlled Automated Telemetry Station in Plant 7 which has played such a significant part in the flight testing of the Navy's newest fighter—the F-14 Tomcat.

So it wasn't too surprising when Rear Adm. L.A. (Swoose) Snead, the Navy's project manager for the Tomcat, dropped in a few weeks ago to address the Calverton team. While applauding their efforts on Tomcat production, Snead asked the people at Calverton for their continued cooperation in accelerating deliveries of the airplane to fleet squadrons.

More recently, Air Chief Sir Neil Wheeler, director of procurement for the British Ministry of Defense, visited Calverton to see first-hand the F-14 and ATS.

And earlier, following a meeting of the Grumman Corporation Board of Directors, some key members of that group flew to Calverton to inspect the Plant 6 production facility with Vice President George Skurla, general manager of Calverton Operations, and Tom Merritt, manager of Plant 6. Shown below touring the F-14 line are Grumman Aerospace President Joe Gavin, Grumman Corporation President Jack Bierwirth, Board member David Grumman, Chairman Clint Towl, Skurla, and Merritt.